
Princess Royal Barracks, Deepcut



Round 2 Consultation - Summary Feedback Report



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Introduction

As part of Project Wellesley, the Princess Royal Barracks site has been declared surplus to Ministry of Defence requirements. The Defence Infrastructure Organisation (DIO) has been investigating the options for redevelopment at Deepcut, and is working with Skanska UK on a masterplan for the Deepcut site in addition to provision of a new training facility at Worthy Down.

Surrey Heath Borough Council approved a hybrid application for the redevelopment of the Princess Royal Barracks site in July 2013, which sets out development principles and a framework for creating a strategic masterplan for the site. The consented scheme permits up to 1,200 new homes including the conversion of three existing buildings of merit into apartments, together with new high-quality public realm and infrastructure comprising of a new primary school, retail facilities and over 69 hectares of green space. Reserved Matters Applications for each phase of development will be presented to the Council and will be publically consulted upon in respect of all matters that have outline approval.

A first round of consultation was held in February 2015 when initial ideas to improve the scheme already approved by Surrey Heath Borough Council in July 2013 were presented. This was also an ideal opportunity for individuals to get to know representatives from Skanska UK, development managers Studio Hive, and members of the highly experienced consultant team, and feedback thoughts and ideas on the site.

Since February, positive discussions have been ongoing with the local planning authority and other key consultees, and meetings have been held with representatives of Deepcut Neighbourhood Forum and Deepcut Liaison Group to discuss ideas and options for the village centre and associated amenities. A number of key investigations and studies have also now been completed, enabling the design team to produce more detailed scheme proposals which will form the basis of the first Reserved Matters Application for phase one of the infrastructure, as well as future proposals.

Consultation activities June/July 2015

Prior to commencement of the main round of consultation the following meetings have taken place with Deepcut Liaison Group/ Deepcut Neighbourhood Forum.

- 26 May 2015: The session was an opportunity to review the first round of consultation with the team and discuss key issues likely to be of concern to those living and working in the local area (*see Appendix A for full minutes*).
- 17 June 2015: An opportunity to view and talk through the latest development proposals and discuss any issues arising (*see Appendix B for full minutes*).

DLG/DNF would like it to be made clear that residents' views and opinions relating to matters outside the PRB area are given in good faith but it needs recognizing that such views and opinions may not be supported in the longer term by the wider Deepcut community who will be given the right to support, or reject, a Neighbourhood Plan in a public referendum.

Representatives of key stakeholder organisations, local residents and businesses, and the wider public were invited to attend a second round of consultation on the latest emerging plans. The main focus of the consultation was an exhibition, which provided a general update on the overarching masterplan, including the initial ideas for the village centre. There was also more detailed information relating to the proposed northern and southern access points, the Spine Road, SANGS areas and other aspects forming the first phase of infrastructure of the development.

The consultation took the form of a key stakeholder briefing and presentation on Thursday 23rd July 2015 at 5.30-7.30pm followed by a public drop-in session on Friday 24th July 2015 from 12.30-8.30pm. The main venue for the consultation, as used for the previous event, was Deepcut (Garrison) Community Centre.

Key stakeholder briefing

A database of key stakeholder organisations with interest in the project had been compiled for the first round of consultation. This was updated for this second round of consultation to take account of local and general elections, which took place in May 2015. An invitation was issued to all key stakeholders inviting them to attend a briefing session or drop in at their convenience during the public exhibition. Invitees included the constituency MP, local ward councillors and officers from Guildford Borough Council, Pirbright Borough Council, Surrey County Council, Surrey Heath Borough Council, West End Parish Council and Woking Borough Council, service providers including Police, Fire and Rescue and Ambulance Services, local schools, plus community and amenity groups including Deepcut Liaison Group, Deepcut Neighbourhood Forum and Mytchett, Frimley Green and Deepcut Society (*see Appendix C*).

Attendance

From a database of 108 names a total of 21 individuals signed in for the key stakeholder session representing: Deepcut Neighbourhood Forum, Dettingen Park Estate Owners Committee, Mytchett Sure Start Children's Centre, Mytchett, Frimley Green and Deepcut Society, Ravenscote Community Junior School, Surrey County Council, Surrey Heath Borough Council, Surrey Wildlife Trust, Tomlinscote School, Windle Youth Project, Woking Borough Council and The Garrison Church of St Barbara's.

Proceedings

On arrival attendees were invited to take time to browse the exhibition, and team members were available to discuss any initial queries prior to the formal briefing presentation.

James Howard from Studio Hive welcomed attendees and together with John Richards from HLM Architects brought everyone up to speed since the last round of consultation back in February.



The design team had spent time walking the site and environs to better understand likely issues and complete necessary investigations including tree and bat surveys.

Negotiations have continued regarding highways requirements and technical aspects of the wider application and on site elements such as the design of the spine road.

Skanska has also been negotiating with various house builders and undertaking some soft marketing with retail operators to understand the current market and likely requirements for the pub and new store.

The team has been reviewing the location of the proposed school and sports facilities.

Meetings have been held with the Deepcut Neighbourhood Forum regarding local issues and potential community benefits arising from the development together with wider environmental improvements.

Discussions are also ongoing with the MOD, regarding their longer term plans for decanting from the site, and with Diocese of Guildford, regarding taking over the running of St Barbara's Church.

The team explained that the purpose of this round of consultation was to focus on the first requirements of the Reserved Matters Application; looking in more detail at some of the elements of the consented scheme as these include aspects, which, on closer examination, could work better and the team is therefore proposing some design changes. The team is also keen to deliver, as early as possible, some of the benefits to the local population of Deepcut.

The key areas under discussion are:

- Northern access and spine road
- Village green
- Indicative strategic masterplan

The following aspects were explained in more detail:

- i) Relocating some housing from alongside Dettingen Park to run adjacent to Deepcut Bridge Road to retain the cricket pitch

- ii) Moving the school to the north of the site (outside the wire) adjacent to sports hub facilities, SEN school, providing potential to expand in the future
- iii) Reducing the size of the foodstore and moving it so that it can be co-located with other retail/commercial/community facilities in the centre of village close to existing facilities
- iv) Looking at a different access for the Sergeants' Mess off Deepcut Bridge Road to ease use of Bellew Road
- v) Relocate the pub to the north of the village green
- vi) Higher tree retention in Brunswick Woods to create a green link to the village green and be consistent with landscape-led approach
- vii) By moving the community hub outside the wire to be able to deliver this in an early phase of development
- viii) Look at providing a new church hall and parsonage at St Barbara's Church – which will be the subject of a separate design programme
- ix) Highways:
 - Northern access road is at advanced stage of design – changes include retaining as many trees as practicable and creating an improved gateway into the village
 - Spine road – looking to bring some character into the village/street using different materials, providing welcoming route for pedestrians and cyclists, incorporating swales, and retaining as many trees as possible
- x) Village green:

Provides activity, space to congregate for village events and opportunities for play. Provides different landscape features including village pond and character areas.

Timescale: Due to issues concerning the remediation of contaminated ground at Worthy Down affecting the Construction Programme, the Military is now not due to decant until Winter 2019/Spring 2020, which will delay some of the residential development.

The Reserved Matters Application for the first housing areas is likely to come forward to later this year/early next year and will be subject of further consultation. Subject to planning, this would enable the first housing development to start on site during late 2016, with the first occupants likely to move in during December 2017. The whole development is due to be completed in 2024/25.

Following the presentation there were questions/discussions from the floor before the meeting was adjourned for one to one discussions.

Exhibition (see Appendix D)

The exhibition consisted of 11 panels describing the following:

- Board 1: Planning background
- Board 2: Indicative masterplan (consented)/ Indicative masterplan (proposed key changes)
- Board 3: Amenities
- Board 4: Consented off-site highway improvements
- Board 5: Village street (spine road)
- Board 6: New village street (spine road)



- Board 7: Village green – an opportunity to play
- Board 8: Village green – an opportunity to play
- Board 9: Village centre – growth and activity
- Board 10: Feedback and next steps
- Board 11: About the construction

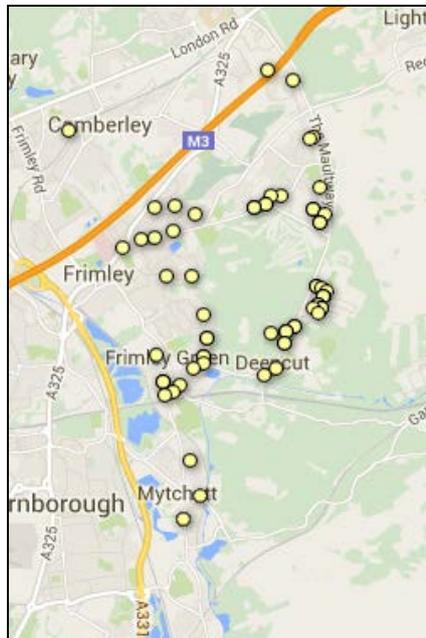
Public consultation

An invitation in the form of a printed postcard (see *Appendix E*) was issued through Royal Mail and delivered to some 9,742 local businesses and residents located close to the Princess Royal Barracks site covering Royal Mail postal districts GU16 6, 7, 8 and 9.

In addition, ABC also mailed/emailed the postcard to 152 people who had left contact details at the first round of consultation.

Posters were sent to: Deepcut Village Centre, Deepcut (Garrison Community Centre) and Mytchett Community Centre. Consultation details were also sent to online media.

Attendance



Over 265 individuals attended the event. Those who provided full address details gave postcodes across the area including addresses in Frimley, Frimley Green, Camberley, Mytchett, as well as those living in Deepcut itself. Key stakeholders who attended the public session included representation from Surrey County Council, Surrey Heath Borough Council, Deepcut Neighbourhood Forum, and The Garrison Church of St Barbara's.

Attendees were invited to sign in to leave their contact details should they wish to be kept personally updated on project progress, they were then directed to the exhibition panels where members of the project team were on hand to discuss specific queries and questions. Those attending were invited to provide feedback via a hard copy comment form to be completed on the day or taken away.

On hand to talk to attendees was a rota of members of the project team representing Skanska, Studio Hive, HLM, Odyssey Markides, GL Hearn, and DIO with ABC as facilitators.



Verbal feedback



Generally those attending the second round of consultation were positive about the principle of development and were keen to understand how their feedback had helped to shape the latest proposals. The concept of creating a village environment was supported, but there was still some concern regarding the potential for highways issues both in the local and wider area, and issues relating to increased congestion particularly during commuting hours.

There also remains some concern regarding local capacity – schools, hospital, GPs – given the extent of housing proposed. There was also some confusion as to whether a GP surgery would be provided within the development - it was confirmed that there is planning permission for a GP surgery and that discussions will progress with the NHS to fully understand the scope of any medical/dental facility.

Aspects of the proposals people support:

- Play areas and green spaces.
- Happy to see progress on the village centre ideas and note key changes to the masterplan as a result of previous consultation.
- Glad that proposed plans for travellers' site have been dropped.
- Pleased to see consultants and project team members all on hand to answer queries and share knowledge while listening to attendees' ideas.

Areas of concern:

- The overriding area of concern is the expected increase in traffic, which will result from the new development, and the potential for existing infrastructure to cope. It was also suggested that if speed restrictions are introduced on the route through Deepcut this could cause frustration for drivers.
- Implications for the wider highways network.
- Some concern regarding housing layout and width of roads especially given potential on road parking, and also safety issues with parking on roads near the school.
- Parking is an issue and needs to be managed.
- Quality of new build homes, and number being built.
- How will construction noise and traffic be managed to avoid impact on existing residents.
- Delays with military moving out (*NB Due to issues concerning the remediation of contaminated ground at Worthy Down affecting the Construction Programme*).

Suggestions:

- Locate Normandy memorial into proposed memorial park on site.
- Provide a courtyard setting in the village centre for shops.
- No clear disabled route from Dettingen Park to the village centre – introduce dropped kerbs around Dettingen Park and Deepcut Bridge Road.
- Can additional bus services be provided?
- Consider provision of sports. An opportunity to provide a tennis hub?

In discussions on the day there were mixed views regarding the proposed location of the school. In written feedback 56% of individuals expressed support for the location, those who were opposed cited traffic related issues.

Although most people expressed the opinion that they supported a smaller sized foodstore, a couple of individuals were disappointed at the need to travel to get to a supermarket of any decent size.



A number of people expressed disappointment that the event was not able to take place at the more centrally placed Deepcut Village Centre, which was also easier to find than the Deepcut (Garrison) Community Centre. It was explained that there had been no availability and an effort had been made, both on the invitation and on posters, to better identify the location of the Centre. It was also acknowledged that not everyone would find the date convenient but that information was made available online and as hard copy at the Deepcut Village Centre following the event.

Written feedback

In addition to discussions with the project team, individuals were invited to provide written feedback via a comments form. The exhibition materials and comments form were also available online and a hard copy of materials available to view at Deepcut Village Centre following the public exhibition on Friday 24th July.



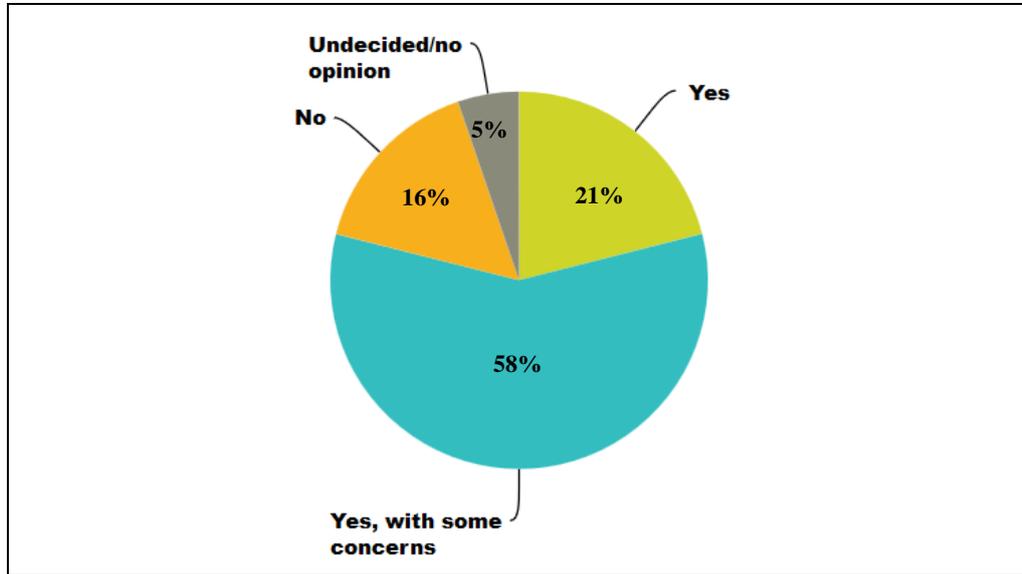
Those wishing to comment on this round of consultation were asked to submit responses by Monday 10th August 2015. The comment form (Appendix F) explained that the exhibition showed scheme proposals, which will form the basis of the first Reserved Matters Application for phase one of the infrastructure. Feedback was invited on the emerging masterplan with regards to the proposed layout for the

village centre, location of the school, the spine road and northern site access. As a final catch-all, individuals were invited to note any additional comments or suggestions they had regarding the emerging masterplan.

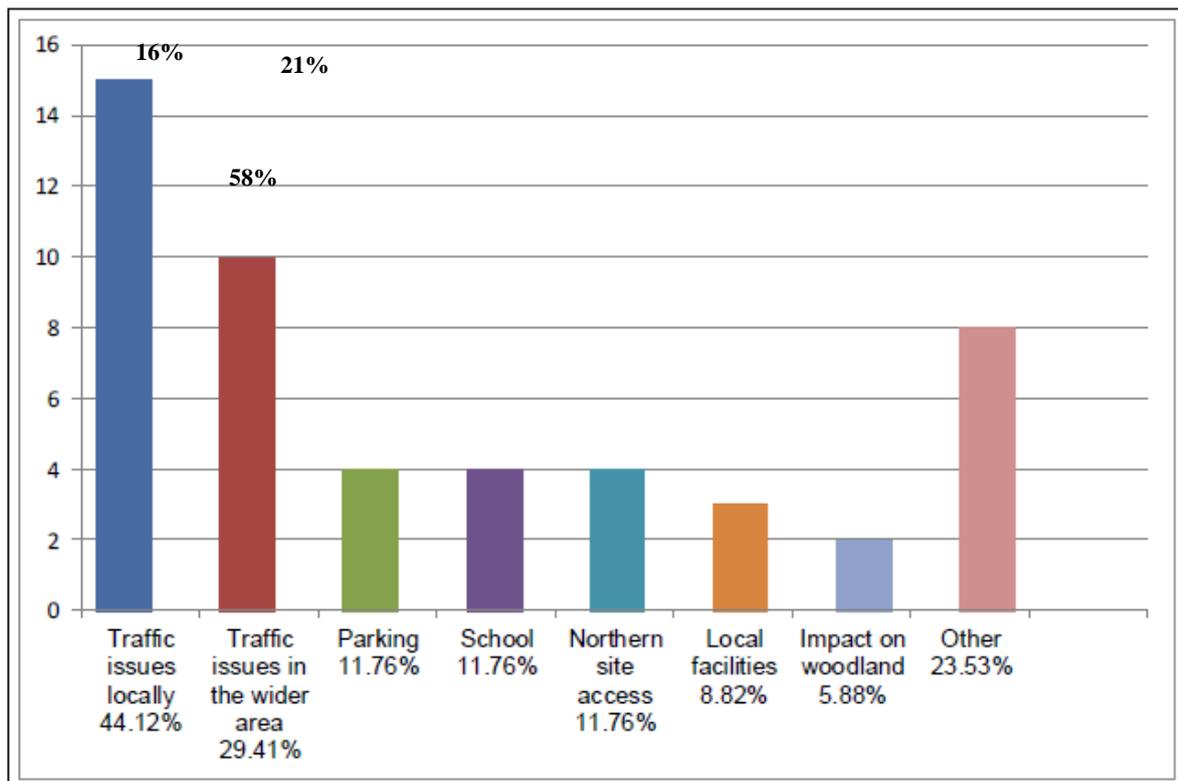
The response rate was high with 52 responses (19.6% of those attending) from individuals taking the time to submit written feedback. Individuals were not obliged to answer all questions on the comments form, and some responses were submitted as a general summary email or letter. Of those who chose to provide personal information, almost 95% indicated they lived locally. 60% indicated that they had attended the first round of consultation held in February 2015.

Responses to the second round of consultation have been collated and analysed, and a summary of all feedback received is detailed below.

Q1. Based on the information displayed at the exhibition, do you generally support the emerging masterplan and proposed layout for the village centre?



Q2. Do you have any concerns or queries about the masterplan?



Traffic/highways

As with the previous round of consultation the main topics of concern were increased congestion locally and the knock-on effect of this on the wider area.

The wider highways concerns lie with the local authority, but individuals are clearly concerned at the impact additional vehicles would have on roads in the wider area, the ability for routes to cope with additional capacity, particularly given that many roads are not scheduled to be upgraded or improved.

In response to queries expressed during the previous round of consultation, a dedicated exhibition board was produced to help explain the off-site highways improvements already approved and to be implemented in accordance with triggers within the section106 agreement. Representatives from Odyssey Markides, Highways Consultants, were also on hand to full explain the scope and extent of highways improvements proposed.

A number of people commented that local roads are also feeling the strain of heavy traffic, particularly during peak periods. Deepcut Bridge Road, potential rat runs through Dettingen, The Maultway and the impact of traffic flow through Frimley Green village were all mentioned.

Suggestions

- The introduction of controlled signaling will only increase congestion – to maintain traffic flows at all times leave the mini roundabouts and let the traffic sort itself out in its own time.
- Deepcut Bridge to be delegated as: "No through road – residents only"
- The railway bridge must be altered to allow traffic to use this way without hindrance (e.g. no traffic lights)
- Need to improve the junction Maultway / Bisley Road, an extremely dangerous junction already – new roundabout needed perhaps.
- Access towards Brookwood Station is totally inadequate; build a new railway bridge or reopen the old Camp Road through Pirbright Barracks.
- Maybe we should consider one-way traffic flow around the whole site.
- Deepcut Railway Bridge only single track – needs widening.
- Needed more information at the exhibition on how cycle/footpath network would benefit residents – key walking / biking integration that will be key to movement around the community. This is especially important for free movement to/from the proposed school site.

Parking

Local residents mentioned current problems with parking on roads in Deepcut due to inadequate parking provision, and their concerns at the problem being exacerbated once the food store, retail premises and small business units are in place. There were also concerns regarding drop off and collection of pupils at the new school location.

One individual stated that the suggestion that the current car park by Deepcut garage might become commercial property / residential property was also a cause for concern.

School

Two individuals suggested that if the school opens before the new homes are built and occupied then there will not be any potential pupils living locally to attend the school, and parents living further afield would not be attracted to it if they have to drive any distance.

Two residents stated they were unhappy with the proposed location of the school being so close to them at Dettingen Park.

One individual queried secondary school capacity in the area.

Northern site access

Three individuals opposed the proposed access route, feeling it would bring traffic too close to housing on the Northern edge of Dettingen Park. There were concerns regarding the impacts on noise and air quality, making the back of the houses more accessible and potentially more susceptible to crime. One person queried whether existing trees would need to be removed to create a wide enough route. One person suggested that having additional traffic alongside the cricket pitch would only cause distraction to those participating, and noise and inconvenience to local residents in Dettingen.

There was a supportive comment to the effect that the suggestion of direct access from Deepcut Bridge Road is a positive improvement, and will help reduce the rat run.

Impact on woodland

There was some concern expressed regarding loss of woodland south of Brunswick Road and query as to why the brownfield site to the immediate east of the woods (current maintenance depot) could not be used and a query over timing of the different elements of the phased development/it is 'convenient' to start that first instead of waiting until the is no longer used and vacated? NB The vehicle maintenance depot is still in use and currently used by DST South (Driver Training for MOD at PRB).

Although the Brunswick woods is not ancient woodland and not therefore protected from any development it is a much loved and well used public area of recreation and should be considered a precious asset to the area and new village. Could the tree survey / wildlife study undertaken be made publicly available?

Other comments and suggestions:

- The overall plan makes sense but is hampered by the delay in the military vacating the barracks (Delay due to Contractor Construction Programme issues at Worthy Down). There is a risk that a number of facilities will have a lean 2-3 years as there will not be sufficient local people to make them viable – this includes the school, pub, local store and library. If these facilities have a poor start they will either not open, or risk poor revenue streams.
- Church – needs to have hall very close to actual Church to facilitate movement. Needs to have flexibility for future use – make it a facility for the community to use in many ways – as community hardly exists at present and Church could be catalyst to existing and new community.
- The 'sports hub' – what will be there? Is a MUGA sufficient? Will it generate revenue to replace the surface every 7 years? The cricket pitch doesn't appear to exist now, who is looking at recreational sport needs – floodlit netball? Opportunity for a tennis hub?
- No decent overall map/plan is available online/rather blurred maps at consultation. Difficult to envisage the overall picture as to how it will look.

Q3. What are your views on the proposed location for the primary school?

56% (17 responses) of those responding said they supported the proposed location of the primary school and 42% (13 responses) said they opposed or queried the proposed location.

Support for location

Those expressing support for the proposed school location suggested that it is a very practical idea to site the school next to the sports hub as being close to open space and sports facilities would encourage children to become more active. The location can easily be accessed on foot from the village and surrounding area, and will also help to avoid focusing all pedestrian, cycle and traffic flows to the south of the development. There could well be synergies and benefits from being close to a special needs school.

Additional comments:

An adequate drop off and pick-up area would need to be provided.

It would make sense if the 'sports hub' facilities were set up as dual use with the school – shared changing rooms, toilets etc. Experience says without this, lettings will be limited.

Some concern re. the separation from the library – however dual use libraries don't work as well in a primary school as a secondary so this may not be a major problem.

Opposed to location

36% of individuals who responded stated that their primary concerns regarding the proposed location centred mainly on the impact of additional traffic and parking for those living close to the school. A number of people suggested that the idea that people will walk or bike to this school is idealistic – people will use their cars, particularly in winter, and there is not a decent infrastructure to support this. A number of people also suggested that as this school is being built to support those moving into the new homes then it would be better placed near those homes.

19% of individuals stated that the visual impact of the building itself, and noise associated with the school and sports activities would be a concern by those living very close by.

Additional comments:

A member of Deepcut Neighbourhood Forum/Deepcut Liaison Group put forward a proposal for a further meeting to attempt to help address concerns regarding the school, and made the following suggestions regarding minimising impact of the school in this proposed location:

- Movement of the exact school location further east away from Dettingen would reduce the impact on local residents (even by 100 yards).
- Additional screening by trees and an earth mound could also reduce the visual impact on the open green vista.
- Positioning the car park and drop-off point behind the school (away from Dettingen) would also reduce the impact of noise and overall impression.

Other

Two individuals queried what allocation and future planning there has been for older children moving to the area and needing secondary school places.

Q4. Do you have any comments regarding the proposed spine road?

74% (23 out of 31 responses) of those who responded suggested that they were supportive or had no additional comments to make regarding the proposed spine road. Some felt that the spine road could relieve pressure on Deepcut Bridge Road, but a

number queried how much it might contribute to alleviating the problem of traffic volumes entering and leaving the general area.

Some individuals had caveats:

- Good idea providing construction traffic is kept away from Deepcut Bridge Road and Dettingen Park Estate and surrounding neighbourhood, do not want our estate (private road) to be used as a rat run to get to the school.
- Maybe it should be one-way at certain times.
- Consider the existing access via Minorca Road. If this were to become a way into the village, past the school, there would need to be improvements to the road that is, at best, just over a single lane.
- Experience is that parking for any users of community sports facilities is a significant problem. Planned parking areas will be needed.
- If all construction traffic will come from the north, there will be significant noise, dirt and safety concerns for Dettingen residents. What will be done to mitigate these concerns?
- Assume it can be built in such a way as to ensure that the army secure boundary is not compromised.
- As the spine road is vital for construction traffic access, the full road needs to be delivered as early as possible.

A number of people suggested changes to Deepcut Bridge Road might ease congestion problems

- Allow no through traffic
- Needs to be wide enough for two-way traffic and parked vehicles/buses
- Currently at peak times there are difficulties over the railway bridge at the southern end of the Deepcut Bridge Road as traffic has no organised rights of way. Planned traffic lights will improve the safety of this route/potentially improve pedestrian use.

Pedestrian access

- Provision will need to be made for children living within the spine road to cross to get to the school.
- If Deepcut Bridge Road is made more people friendly it could help grow the community and local business opportunities. To do this the majority of the traffic must be pushed down the spine road. Could Deepcut Bridge Road be fully pedestrianised? That would really help.
- Allow the new 'high street' to work mainly as a pedestrian space – fully pedestrianised in the heart of the village (accepting deliveries and access will require some traffic)
- To succeed, this area needs to no longer be viewed as a quick cut through along DBR; adding multiple alternate side reductions down to one lane, raised road surface, trees, parking, I believe this area can be made a safe haven for pedestrian access, which will help significantly to establish the new community.
- Could there be a route pedestrians could use to access areas south of the immediate development area, such as the southern Deepcut army ranges and on into Frimley Lodge Park? For sustainability of the development routes to access areas nearby should be seriously considered for traffic and pedestrian use.
- The quality of the area will be greatly improved with ease of pedestrian access encouraging residents to use their local outside areas. The public parks in the masterplan are fantastic but I think it is important to think beyond that and provide

routes into nearby areas and extend potential links for pedestrians into woodlands and green spaces that exist already.

Two individuals stated they were opposed to the spine road proposal primarily because of the fact that the volume of traffic in the area was already an issue with congestion at key commuting times, and it was difficult to see how any proposed improvements to the road infrastructure could be sufficient to cope with the number of additional vehicles from the redevelopment, including construction traffic. One person suggested a solution might be to open a south east route to include the existing two lane Curzon bridge over the canal and railway (shown on ordnance survey maps this route does not enter the camp and therefore could potentially be used by the public).

Other comments and suggestions

- Will the spine road support good public transport link to the main town around Deepcut?
- The spine road will be key to construction traffic getting off Deepcut Bridge Road, but what about the two roundabouts by Dettingen Park, could something be done to make the roundabouts more offset to try and prevent people driving at speed straight across these roundabouts.
- Junction of Old Bisley Road and Maultway is potentially dangerous, there are poor sight lines. A roundabout may help.
- Like the idea of cycle facilities, away from the main road, and use of water courses.

Q5. Do you have any comments on the proposed northern site access roundabout?

- The majority of those responding, 68% (19 out of 28 responses), supported the proposed northern site access roundabout, feeling it was an improvement on the previously consented plan. Two people stated they supported the new proposal as retaining as many trees as possible is a positive improvement.
- Again a number of individuals (7) stressed that local infrastructure and wider highways issues need to be considered, with two people stating that a suitable southern access route was possibly a more important consideration.
- Three people stated their opposition to the proposed roundabout.

Other

- The quicker the better to ease the traffic congestion, which is getting worse. The traffic will get very bad when the Ridgewood centre is built on e.g. another 100 houses.
- Strongly support the closure of Bellew Rd as it is a dangerous 'cut through'



Q6. Do you have any additional comments or suggestions regarding the emerging masterplan?

Individuals again took the time to reinforce their concerns regarding the following key topics:

- Increased congestion on the roads/necessary road infrastructure to support the development:
 - within the locale
 - the wider highways
- Concerns regarding Deepcut Bridge Road and bridge – capacity and possible improvement
- Consideration of commuters
- Safety and parking provision outside the school
- Construction traffic and disturbance and management during construction
- Adequate provision of car parking
- Concern regarding consultation venue, dates and times – not convenient for some
- Quality of displayed materials
- Retention of woodland and the future of Brunswick Woods
- Local schools and health facilities oversubscribed

More details requested on:

- Affordable Housing – costs, size of dwelling etc.
- Type, size and quantity of houses, number of bedrooms, garages etc.
- SANGS, particularly the southern area and possible retention of railway embankments
- Cycleways

Additional issues and comments not raised in previous questions:

- Could there be any potential discussion with rail companies about building a new station at Deepcut to ease congestion
- Potential to provide small business units/possible start-up technical hub
- Need more discussion on public transport options

Response to consultation feedback and next steps

Skanska and its project team would like to thank all of those who attended the consultation events and provided feedback. This second round of consultation was well attended and feedback has proved insightful and particularly useful. It is clear that development at Deepcut is important to those living and working locally, and many share the aspiration to achieve something sustainable and appropriate to the local area.

Following the main consultation events further meetings have taken place with the Deepcut Neighbourhood Forum/Deepcut Liaison Group and it is intended that discussions will continue with representatives as the project progresses. Topics for future meetings will include proposals for good woodland management, the school.

Skanska will also continue discussions with the local authority with the aim of working in partnership to deliver the optimum outcome for the community and the landowners.

The intention now is to prepare final scheme designs and specialist reports which will be submitted as a Reserved Matters Application for phase one of the infrastructure in autumn/winter 2015.

Once the application is registered details and documentation will be included on Surrey Heath Borough Council website. The project website – www.princessroyalbarracks.co.uk – will also offer background information and updates as the project progresses.

Appendices

- **Appendix A – DNF/DLG Meeting minutes 26 May 2015**
- **Appendix B – DNF/DLG Meeting minutes 17 June 2015**
- **Appendix C – List of key stakeholder organisations**
- **Appendix D – Round 2 exhibition panels**
- **Appendix E – Round 2 postcard invitation**
- **Appendix F – Round 2 comment form**

Appendix A – DNF/DLG Meeting minutes 26 May 2015



Studio HIVE
Combe House
33 Oakfield Road
Clifton
Bristol
BS8 2AT
01172 443 575

Project Name: Princess Royal Barracks, Deepcut, Surrey

Purpose: Deepcut Neighbourhood Forum (DNF)/Deepcut Liaison Group (DLG)

Venue: Community Centre, Deepcut

Date: Tuesday 26th May 2015

Present: Studio HIVE
Jason Collard (JC), James Howard (JH),

David Whitcroft (DW)-Frimley Green
Peter Bambridge (PB)-DNF
Paul Deach (PD)-Ward Member-Mytchett & Frimley
David Rushmer (DR)-DNF Chair & DLG Member
Alan Barnard (AB)- DNF & DLG Member
Howard Hyde-Mytchett Frimley Green Deepcut Society. DNF & DLG Member
Angela Mitchell-DLG Chair
Susan Stewart-Planning Consultant to DNF
David Parsons-Resident

Studio HIVE

MINUTES- DNF Meeting 26th May 2015**MINUTES****ACTIONS****1. Introduction**

1.1 JC outlined the role of Studio Hive as the Development Manager to Skanska, who are working as the appointed Developer in a Joint Venture with the Defence Infrastructure Organisation (DIO).

1.2 Skanska are also the Contractor constructing the new facility at Worthy Down (WD) for the Royal Logistics Corps. Once this is complete the military will decant Deepcut and relocate to WD.

1.3 Due to delays resulting from asbestos contamination in the ground the full decant is unlikely to occur until late 2019/early 2020 as opposed to the original timing of late 2018.

1.4 The above effects Deepcut and some timings under the planning approval and agreed s.106, which needs to be amended, for example, the Southern SANGS is mainly behind the wire, however is designated as the first phase of SANGS to be completed. Skanska are seeking to deliver the Central SANGS first to overcome this SANGS delivery timing issue.

1.5 Skanska/Studio Hive have spent time to date understanding the place and the current planning consent and contemplating areas where it can be improved to achieve the high quality place-making principles Skanska are striving to achieve for Deepcut and the PRB and deliver the Vision of a 21st Century Surrey Heathland Village.

1.6 A copy of the Feedback Consultation report had been provided and intention was to cover issues today.

2. Traffic

2.1 Skanska are proposing to bring forward certain off site highways works e.g. Deepcut Bridge works traffic lights. There was a general view that this will not solve the traffic issues relating to Deepcut and DBR.

2.2 A general discussion took place regarding the impact of the development on traffic in the area.

JH

2.3 JC proposed that at the next meeting Simon Blinkhorne (SB) from Odyssey Markides, the Skanska appointed traffic/transportation engineers attend.

Studio HIVE

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2.4 Also, SB will explain the differences between the AMEC Traffic Assessment and the WSP traffic Assessment and also provide an alternative view and engender a further discussion.

3. Southern SANGS

3.1 JH outlined the principle of seeking to retain good quality and appropriate trees and tree groupings to build on the landscape led design strategy which Skanska are following. JH advised that a full tree survey of Brunswick Woods had been undertaken, as one had not been undertaken with the original application previously. This will enable an informed approach to development of this part of the site compared to the previous 'clear felling' approach.

3.2 The depot area was highlighted and JC explained that this area Skanska are seeking to challenge its designation on the basis that it is a site that is already 'brownfield' and would be better served as a housing development area and that more trees should, where possible be retained in the existing Brunswick Woods. There was general agreement from all to this approach.

4. Design Code

4.1 JC outlined that a Design Code (DC) is being developed and a first draft has been prepared. The Design Code sets out the principles and details of how each phase will be developed. It consists of a design Code for the site wide infrastructure and each development phase including the village centre. It builds on and adds detail to the SPD for the Deepcut area

4.2 JH to provide a copy for comment in due course.

JH

4.3 The DC also guides densities, heights, landscape approach amongst other parameters. Due to size (acreage of PRB) of site and number of homes JC advised that this will not be a high density development and SPD sets out this point and provides a density guide. Some phases will be very low and some will be higher e.g. towards the village centre but overall within the SPD parameters.

5. SHBC resources

5.1 A query was raised over the Council's staff levels and concern expressed over level of resource and expertise to manage the information submitted to SHBC for consideration to achieve the best possible outcome.

5.2 JC confirmed that the Council had acknowledged the need to provide more resources and even a dedicated officer due to the

JH/JC & PD

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strategic importance of Deepcut. JC/JH to take up and PD to also follow up.

6. Village Centre

6.1 Skanska are keen to see the new development integrated with the existing village with the best possible outcome possible for the existing high street. Key moves such as removing the fence, creating 2 sides to the high street will naturally achieve this but ensuring links both visual and physical are key, this will also improve the overall environment. JH proposed a workshop with DNF/DLG and the Skanska team to sketch out ideas in June.

JH

6.2 Regarding the supermarket, JC advised that the need for a 20,000 sq.ft supermarket was in doubt. There was a general consensus that a smaller convenience type facility would better serve Deepcut and the concept of the Heatherside Centre was generally approved. JC/JH to visit Heatherside and report back.

JC/JH

6.3 In addition, the previous supermarket location at the Junction of Blackdown Road and DBR was discussed and accepted by the DNF/DLG as not the right location and a central location near the existing retail is preferred. The area north of the church was felt to be the right location for this and potentially the pub. This is to be explored by Studio HIVE further.

6.4 JC advised that Studio Hive are exploring a possible BID (Business Improvement District) scheme to improve the existing businesses and immediate environment on DBR. General approval received to the idea. JH and PD to discuss the parameters of the Camberley one to understand SHBC approach.

JH/PD

6.5 JC advised that in the absence of any traders' association for Deepcut, Studio Hive will make contact with the local business operators and establish their views.

6.6 Small flexible business space was also seen to be a worthwhile idea to explore perhaps to offset loss of floor area in the event that the supermarket size is reduced.

7. School

7.1 JC outlined that the Studio HIVE team explored options for the location of the new primary school, which was presented at consultation in February.

7.2 The preferred option was the location to the north (location E on the Consultation Boards) adjacent to Alma Gardens for the reasons;

- that it provides a larger more unconstrained site allowing flexibility for expansion ;
- with easy access to the sports hub facilities ;
- close proximity to new SEN school and possibility of synergies;
- easy accessibility by foot/bike due to new links and being

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- only half a kilometer from proposed centre;
- off new main spine road so school drop would impact less on traffic.
- Not being behind the wire it had the added factor that it could be constructed early to meet immediate identified needs and benefit the community.

7.3 DNF/DLG representatives agreed.

8. Sports Hub

8.1 JC advised that a sport hub including playing fields and new pavilion(s) would be delivered on the Alma Plateau as broadly previously envisaged totaling 7 hectares. The proposal would see the existing cricket green retained and a new pavilion built.

9. St Barbara's

9.1 JH advised that confidentially the Diocese of Guildford had expressed interest in taking over the Church and Studio Hive were working up a proposition to provide a refurbished church, new community (rather than religious focused) church hall and new parsonage for the new vicar. The aim was to enable this to be up and running as early as possible in the life of the development.

10. Moving forward

10.1 Bi-monthly meetings agreed.

10.2 Possible smaller working group for interim meetings on specific topics.

10.3 Workshop on village centre in June. Date to be proposed. **JH**

10.4 Studio Hive exploring the possibility of an information centre in Deepcut.

10.5 David Rushmer and Angela Mitchell to be Points of Contact. JH to be Studio HIVE point of contact.

10.6 JC floated the idea of joining in with the Neighbourhood Plan process, which was received with support.

11. Date of next meeting

11.1 Late July (to be confirmed)

These minutes are a true and accurate record of the meeting

Signed on behalf of DNF/DLG.....

Date

Signed on behalf of Studio Hive.....

Date

Appendix B – DNF/DLG Meeting minutes 17 June 2015

Deepcut Neighbourhood Forum Notes of Design Workshop - Wednesday 17 June 2015 Deepcut Garrison Community Centre

Present:

Skanska Team

Studio Hive – James Howard and Richard Young
HLM (masterplanners, architects/landscape architects) – John Richards and Emma Reed
Camlins (Landscape architects) – Ali Gokmen
Odyssey Markides (transport) – Simon Blinkhorne
ABC (public consultation) – Avril Baker

Deepcut Neighbourhood Forum

David Whitcroft
Pater Bambridge
David Rushmer
Susan Stewart
Howard Hyde
Lindsay Morgan

1) Timescale

The team outlined the next steps in terms of currently working up masterplan 2 with a view to sharing this at the end of the year. meanwhile the Reserved Matters Application, covering infrastructure including the Spine Road is due to be submitted in July/August.

Advance notice that works on the northern access roundabout is likely to start in either quarter 1 or 2 of next year, subject to approval by Surrey Council.

2) Identifying Key Issues

The team has identified a number of issues arising from potential shortcomings in the consented scheme and ideas arising from ongoing work on the masterplan. These present opportunities for improvements and alterations to both the main scheme and to the wider area.

Before running through their initial design ideas the team was interested in feedback from DNF on the following points and any other issues members would like to raise:

- a) *Retaining more trees on the northern roundabout*
Consented scheme 'obliterated' all the trees – now looking to keep c50%
It was agreed this was a welcome change.
- b) *Poor sense of arrival as approach Deepcut along Deepcut Bridge Road.*
Especially double parking outside business units, sloping pavement which puts people off using shops.

Comments included:

- o No sense of community in Deepcut – merely a drive through.
- o No pubs as legacy of military but used to be a working men's club instead (now demolished)
- o Retail units largely serve the military e.g. fast food outlets apart from the cafe which is well used.
- o no refreshments/retail offering along the canal towpath. Lock Keeper's cottage used to serve cream teas.
- o opposed to betting shops as plenty elsewhere
- o missed opportunity when the Dettingen Estate was built as no community facilities were provided other than the Spar – which is not well regarded as expensive and not good quality.

Shared view that by comparison villages such as Windlesham and Chobham have facilities such as garden centres, gift shops, dentists and solicitors that are welcomed by community. Deepcut mainly has takeaways.

c) *Food store and retail provision*

Consented scheme is for large (Outline approval was for 2000 sq mtrs, net trading area of 1400 sq mtrs, reduced down from earlier proposal of 2,800 sq mtrs.) **food store and 3 further retail units. Is this what the community wants?**

Discussed reducing the size of the food store - comment that the small Sainsburys at Heatherside is well regarded as more affordable than Spar, a wider product range and better quality.

General support for concept of using leftover space from foodstore to provide commercial space with broad use category to attract business such as solicitors, agents etc.

General support for idea of creating some small business start ups and group together as an activity node which would help to generate employment. Would also appeal to those who currently work from home.

Comment that there may be some grants available from the Council to improve retail e.g to make more disabled friendly

Local community do not want more takeaways

d) *Car park*

Area is currently used by the Garage, mainly as storage, which results in very limited parking or opportunity for visitors/shop users to stop. Also spaces taken by commuters.

Discussed need for more managed parking for whole village recognising need for long stay parking for employees and short term for visitors/shoppers.

Discussed that if parking was moved further down the road there is the opportunity to redevelop the existing car park.

e) *Improving the public realm along Deepcut Bridge Road*

The consent requires some environmental improvements to the public realm along Deepcut Bridge Road as part of the developer's obligations.

Deepcut Bridge Road is too straight and needs curve/variety to help slow traffic and more public realm/planting to make pedestrians feel safer.

Discussed the level change and the problems associated with the sloping pavement in front of shops. e.g not fully accessible

Team suggested pulling the road away to create scope for a landscape buffer which would make it safer to walk.

It was agreed that DNF would start a dialogue with retailers about ideas for improving their forecourts and introducing landscaping and perhaps set up a workshop which the team could input to.

It was further suggested that there may be some grants available to improve shop fronts etc and that Skanska might be able to match fund.

Re speeding traffic - the Spine Road will take most of the traffic so there is scope to look at some interventions, such as changes in surface treatment, to help slow down remaining traffic.

Comment that need to ensure that any measures don't increase use of the rat run from Bellew Road.

f) *Church*

Church is iconic and beautiful and should be retained.

Discussed lack of connection with the rest of the village. Mostly used for voting. Also currently perceived as 'army' church.

It was suggested that the church needs a community vicar and to be used for events

Hive has had a couple of meetings with the Diocese re becoming a Cof E church. Canon Stewart Thomas is keen to provide services. Also currently looking at scope for a new hall/drop-in coffee shop facility and a parsonage.

It was noted that Frimley Green has a multi-purpose building attached.

Shared view that Deepcut already has many facilities and buildings but lacks the community. So this is not a priority now but could be in the future.

Discussed in meantime improving the entrance to the church and setting back the gates to give more importance to the street scene. This was supported. Also noted that the spire is not visible from the road.

g) *Location of the pub*

Shared view that this should be next to the green so children can play and away from traffic (as in Pirbright). Should not be next to the Spine Road. Also needs evening sun.

Comment that there is a real need for a pub in Deepcut, and that a gastro pub / family friendly pub would be even better. There are some pulling pints pubs in the vicinity (The Wheatsheaf in Heatherside, or standard pubs in Frimley include: Kings Head (Harvester), Rose & Thistle and Old Wheatsheaf) but no decent gastro pub. Nearest is White Hart and Royal Oak at Pirbright also does food

h) *Location of Foodstore*

In the consented scheme this is located at the northern point near the museum.

Comment that vehicular access should also be off the Spine Road and pedestrian access from Deepcut Bridge Road as don't want to attract more traffic from outside the area.

Suggestions that it should be near the pub and perhaps share parking. Or more in the new housing area?

Shared view that should be accessible on foot from Spine Road as will add to the village centre but that access for traffic and parking should be further away.

Suggestion – need to co-ordinate with Susan Stewart re Business Improvement bid.

i) *Deepcut Village signs*

Consensus to remove the offending signs which are like prison gates. Keen to have something more sympathetic like the signs/gates at the other end with the poppies.

3) Team response (refer to powerpoint presentation)

The team then ran through some of their early thoughts and responses to some of the issues already discussed and also further areas where there could be some interventions and improvements. (refer to presentation and follow up drawings)

i) Tree works

The consent includes a lot of tree felling. Also there is a need to get in early and do some tree management works which will result in 30 – 40% reduction in some areas. The tree survey has highlighted that the trees work in groups rather than as individual specimens.

Positive aspect is that felling provides scope to open up some areas and provide better access into woodland e.g behind the fence on Deepcut Road.

Works would not start until September at the earliest because of the nesting season.

Two badger setts have been picked up and examined with the local badger group. One sett will definitely stay the other is a satellite and may be moved.

It was agreed that any proposed tree works need to be really well communicated within the community as otherwise people will misunderstand what is being proposed.

Other suggestions included:

- o Providing nesting boxes and bat boxes
- o Dog bins in public spaces

ii) Checkpoints

Idea of using the triangular space at junctions of roads to create a checkpoint marked with trees.

This was generally welcomed as a concept.

Example at the beginning of Brunswick Road

Further green checkpoint near the officers quarters which is currently a tarmaced plinth.

iii) Street furniture

Opportunities to look at providing seats, bins, lighting and thinking about the appropriate palette of materials which given the location is likely to have a woodland/heath/natural look.

This was generally welcomed

iv) Bus shelter

The lack of a decent bus shelter on Deepcut Road was discussed. Comparison was made to the one in Frimley Green – on the green – which is brick built.

There is an opportunity to look at the design of the 3 bus stops on the Spine Road

v) Surface Treatment

Discussed scope to look at a palette of materials and the colour and pattern

vi) Bellew Woods entrance

Opportunity to take down the fence and clear some areas of trees to create parking/refuge.

vii) Street Parking

Opportunities to also look at a strategy for cycle parking and softening the street with planting

viii) Brunswick Road Link

Propose to downgrade the link but still keep it open

ix) Footpath crossing

Invite feedback on whether the zebra crossings are in the right place and whether if the road is downgraded are these still needed.

Discussed the merits of shared space and strategies for slowing down traffic.

x) Phone box

Look at ideas for using it. Examples shown of a bookshop, shop and a base for the defibrillator?

Suggestion that need public toilets in the village e.g near the village green

xi) Shop frontages

Possibilities for softening with planting and looking at decorating/painting

xii) Woodland Road Car park

This is not overlooked so sometimes subject to vandalism

Aware of overspill from the garage. Look at issuing business permits and encouraging retail units to use these

xiii) Church View

SPD talks about the view of the spire but as walk down the street this isn't visible. Could cut a way through to create another checkpoint

The idea of making more of/re-opening the existing footpath and providing access to the woods was particularly welcomed

xiv) Entrance to the Church

At present can't see the church because of the hedge. Proposal to remove some of the parking and re-landscape to create a par terre. Possible location for Christmas tree.

Suggestion that there should be a memorial to the Royal Logistics Corps/army past. This could even be names of those who had died incorporated in a wall or through furniture.

xv) Playing Fields

Scope to provide some sort of shed/structure.

The idea of a pond at the lower level where it floods was welcomed.

xvi) Blackdown Recreation Ground

Issue of how to get into the area and arrangement of paths etc. Scope to improve the play zone.

DNF confirmed that this is very heavily used. A residents' action group had been formed a while ago to keep it open

xvii) Cycle Paths

Discussed these being a smooth surface not bumpy so that can be used by all and not just mountain bikes

xviii) Play Area/Canada Road

Opportunity for a new play zone which could be a short term early win. This was welcomed.

Led to a discussion about trim trails and scope to reuse the army assault course

xix) Allotments

General view that these should be in one area, not split, as better for wildlife/bees, sharing resources and socialising. Need vehicle access and security.

Comment that there are 2 allotment sites in Frimley Green and an Allotment Association

xx) *House frontages*

Scope for painting and planting to improve the appearance

xxi) *Boundary treatments*

Any planting needs to be low maintenance

xxii) *Street scene*

4) Wrap up:

It was agreed by all that this had been a really helpful and worthwhile session.

Hive is keen to continue such dialogue.

Regarding a follow up meeting on transport – a further session would be held in early August - date TBC **NB DATE NOW CONFIRMED AS 4 AUGUST VENUE TBC**

Also the consultation on the Reserved Matters Consultation would take place next month with a Key Stakeholder presentation/discussion session on 23 July and a public drop-in style exhibition on 24 July.

Appendix C – List of key stakeholder organisations

<p>Age Uk Surrey Arriva Southern Counties Arriva Surrey & West Kent Basingstoke Canal Authority Basingstoke Canal Surrey and Hampshire Canal Authority Camberley and District U3A Conservative Policy Forum Deepcut Liaison Group Deepcut Neighbourhood Forum Dettingen Park Estate Owners Committee/SHBC Diocese of Guildford Enterprise M3 Enterprise M3 (LEP) Environment Agency Farnborough Airport Frimley Green Medical Centre Frimley Green Methodist Church Frimley Green Youth Centre Frimley Green, Mytchett & Deepcut Liberal Democrats Frimley Park Hospital Girlguiding Surrey West Go50 Guildford Borough Council Heather Ridge Infant School Heatherside Church Heatherside Surgery Highways Agency MOD MP for Surrey Heath Mytchett Baptist Church Mytchett Primary School Mytchett Sure Start Children's Centre Mytchett, Frimley Green and Deepcut Society Natural England Network Rail (South East) NHS England - Surrey & Sussex Outline Parish of Frimley Pirbright Parish Council Ravenscote Community Junior School Sandringham Infant School Sport England St Andrews C of E Church Stagecoach South Surrey Chambers of Commerce</p>	<p>Surrey County Council Surrey Heath Borough Council Surrey Heath Scouts Surrey Heath Youth Council (SHYC)/Windle Valley Youth Project Surrey History Centre Surrey Police Surrey Wildlife Trust Thames Water The Garrison Church of St Barbara's Tomlinscote School Transport for Surrey Twister West End Parish Council West Surrey Badger Group Windle Youth Project Windlesham Parish Council Woking Borough Council Youth Club</p>
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Appendix D – Round 2 exhibition panels

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Consented indicative masterplan layout

- Application site boundary
- Key open spaces
- Incidental open spaces (gardens)
- SANGS
- SANGS link
- JWOB
- Abutments
- Sports hub
- Trees
- Canalway
- Drinks and toilets
- Green Corridor
- Footpaths
- Responsible Canal towpath link
- NEAP (Neighbourhood Enriched Area for Play)
- LEAP (Local Enriched Area for Play)
- LAP (Local Area for Play)

Planning background

The site is identified in Surrey Heath Borough Council's Core Strategy (adopted February 2012) as a Strategic Development Site (Policy CP4) to be allocated as a site for a residential led mixed-use development of 1,200 dwellings. Surrey Heath Borough Council have an approved Supplementary Planning Document (SPD), which provides guidance for the principles that will govern the evolution of Deepcut into a sustainable, high quality rural heathland village.

The approved and adopted application is a Hybrid Planning Application granting full planning permission for the conversion of the Officers' Mess, Sergeants' Mess and the Headquarters of the Director of Logistics buildings. A total of 81 flats will be provided together with means of access and infrastructure for to the wider development site.

The remainder of the proposed development, and the majority of the development proposed, was approved with outline permission to permit the development of:

- 1,119 new build dwellings (Class C3) of which approximately 35% would be affordable
- A 2-Form Entry Primary School, together with a nursery facility
- A food store and local shops
- Space for medical facilities to accommodate GPs/dentists
- A library building with co-located police desk and village visitor centre
- A public house
- Retention of the Church of St Barbara as a religious facility with a replacement church hall
- Provision of 69.12ha of public open space comprising :
 - 35ha of SANGs, 1.07ha SANGs link, 19.85ha semi natural open space (ANGS), 2ha village green, 1.16ha of Allotments, 2.54ha of formal Parkland, Areas of amenity green space within the residential area, Dedicated play spaces within the residential area
- A care home
- Improved footpaths, cycleways, public transport linkages and highway improvements
- A Sustainable Urban Drainage system

As part of the development process, further information together with the creation of design codes shall be produced in conjunction with the Local Authority to build upon the SPD and provide guidance for all future Reserved Matters Applications.

We are preparing a reserved matters submission to provide details in respect of the village green, central SANGS and various access routes. This will then facilitate the submission of residential reserved matters relating only to layout, scale, external appearance and landscaping, all of which will need to adhere to the wider concepts outlined in the above mentioned Design Code.



Exhibition Boards
Princess Royal Barracks, Deepcut

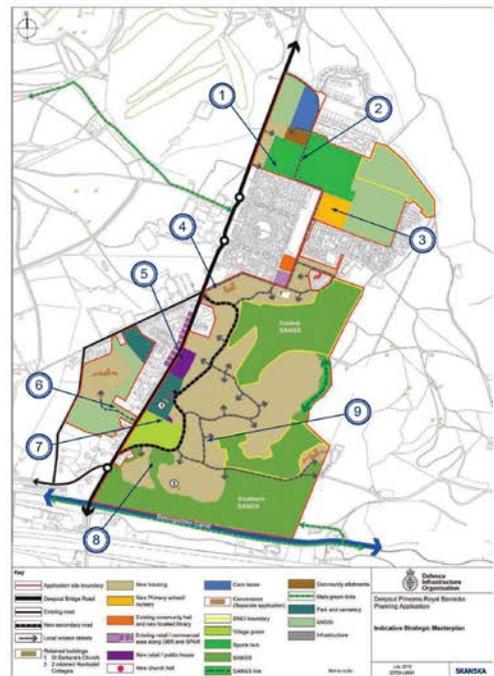
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Indicative masterplan (consented)



Indicative masterplan (proposed key changes)

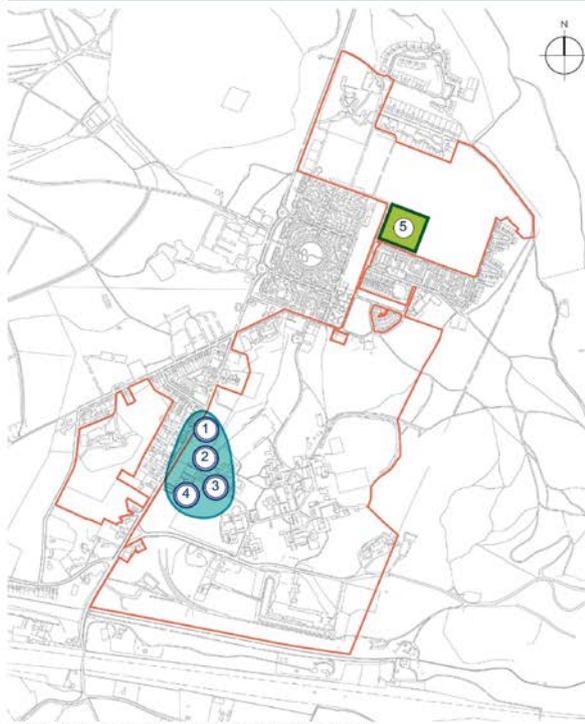


Elements of alteration are:

In response to our ongoing consultation process and further design progress, various elements of the Indicative Strategic Masterplan to be altered to assist in the improvement and forward delivery of the scheme. None of these elements affect the quantum of consented areas to be delivered, which include:

1. Movement of residential development off edge of Detling Park boundary and over to Deepcut Bridge Road boundary
2. The reuse of existing highway access and stopping up of current route so more patches can be laid out. Existing cricket pitch retained
3. School now located to north, with direct access to sports hub
4. Removal of the foodstore and provision of residential accommodation to the east of the revised Northern Access Roundabout
5. Relocation of a smaller local / convenience store and potential small commercial business units closer to existing village centre
6. Possible alternative access to Sergeants' mess to prevent additional vehicular impact on Bellew Road residents and to enable closure of Bellew Road as a through route from Lake Road
7. Enlargement of village green and proposals to locate the public house facing the green
8. Selective retention of trees within site between proposed houses and the drainage water course (swale) running through site area
9. Reassigned access to enable retention of existing tree avenue

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Deepcut site plan illustrating potential alternative school and shop locations

Amenities

Shop / Amenities location

Suggested locations for additional retail and a local shop are:

1. Deepcut Bridge Road frontage - close to community hub and existing shops
2. Village Centre - a retail frontage facing the new public realm could be located close to St Barbara's Church and pub

Pub location

Options for the pub locations have been considered and following consultation with Deepcut Neighbourhood Forum, it was agreed, subject to end user approval, as follows:

3. Public house with frontage facing Deepcut village green, to be seen from the spine road (village street) and within easy access from the village centre, shops and via St Barbara's Church

St Barbara's Church

4. The Church will be retained, refurbished and taken over by the Diocese of Guildford, who wish to provide a parsonage, a new church hall, and a limited provision of new housing - within its curtilage of ownership - to futureproof the requirements of its community

School location

The option for the school location has been suggested which futureproofs its viability at:

5. Adjacent to Alma Gardens, providing road frontage and access to the sports hub

One of the many benefits of the development is the inclusion of various amenities within the site including a new primary school and nursery, a library facility which may incorporate a police desk and village visitor centre, a public house, additional retail provision, a local store and the enhancement of St Barbara's Church.

Repositioning of a local / convenience store to position 1 provides additional benefits alongside the local shops, and focuses commercial activity in this area. A suggested revised size and position will ensure it is more in keeping with a village setting. We are seeking to include some commercial space for small businesses as part of the space reduction, and are seeking SHBC approvals.

The pub location is best facing the village green, where it provides easy pedestrian and cyclists access as well as close proximity to the Church community. Vehicular access is from the spine road (village street) through an informal arrangement of parking.

Following our consultations and discussions with the community, Local schools, SHBC and education specialists, the school is proposed to be moved to a more favourable location due to the following factors:

- Previous position was within the MoD secure fence line and would prevent early development of the school
- Early construction of the school would provide immediate benefit to local community
- Close to the new special needs school provides a strong support relationship
- Site benefits from dual access and is away from main high street, so will reduce congestion at peak times, something that was of concern to the local residents
- Creation and reinforcement of pedestrian and cycle access will ensure the school can be accessed easily and safely by the entire village
- Proposed site is larger and more regular, allowing for expansion if required
- Being flat and adjacent to the sports hub means the school can benefit from shared use of facilities with the whole community
- Located adjacent to open space provides the opportunity to conduct outdoor education and reinforce relationships with nature



School built by Skanska

Schools designed by HLM Architects

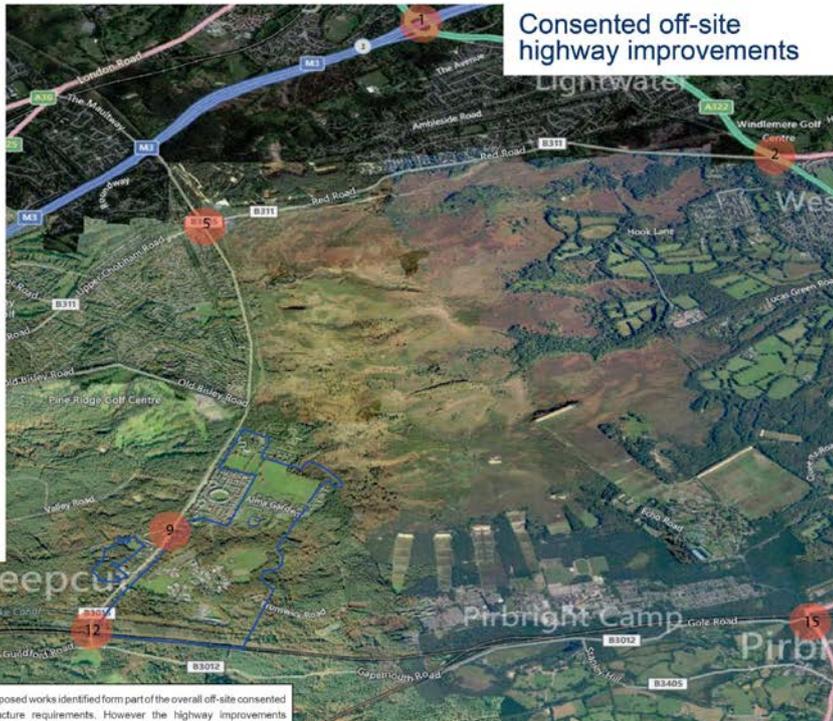
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(All drawings not to scale)

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1. M3 Junction 3 capacity improvements
Widening of A322 approach, circulatory carriageway and north bound exit
2. Red Road / A322 capacity improvement
Enlargement of existing roundabout and widening of all approaches
5. Red Road / The Maulway/Upper Chobham Road capacity improvements
New enlarged roundabout and approach lanes located just east of existing
9. Deepcut Bridge Road / Blackdown Road / Newfoundland Road site access junction
Proposed northern access roundabout designed to improve junction capacity while providing suitable pedestrian/cyclist crossing points and retaining existing mature trees
12. Deepcut Bridge Road/Railway Bridge capacity improvements
Existing bridge to be controlled by traffic signals (existing weight restrictions to remain)
14. Frimley (Green) Road / Wharf Road / Guildford Road / Sturt Road capacity improvements
New signalised junction
15. Gole Road / Dawney Hill capacity improvements
Widening of Dawney Hill north bound approach to traffic signals



Consented off-site highway improvements



The proposed works identified form part of the overall off-site consented infrastructure requirements. However the highway improvements illustrated will not all be delivered as part of the phase 1 site wide infrastructure package, and will be delivered in stages.



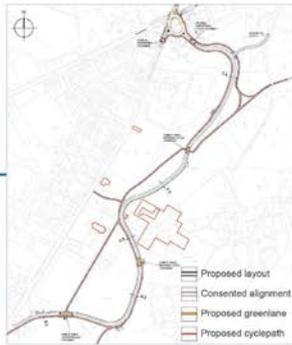
Exhibition Boards
Princess Royal Barracks, Deepcut

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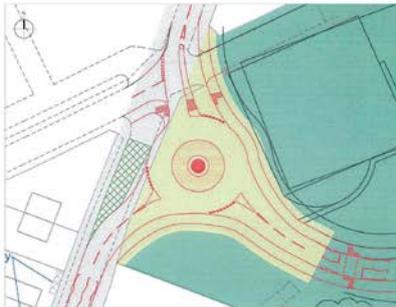
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Spine road (village street) - with consented alignment shown in black



Spine road (village street) alternative option



Northern site access Deepcut Bridge Road / Blackdown Road – Consented option



Northern site access Deepcut Bridge Road / Blackdown Road – Proposed option.
The design intent of this approach has been to retain as many of the important trees which provide character to this area.

Village street (spine road)

The spine road (village street) through Deepcut Reserved Matters application has been prepared in line with the requirements of the Consented Hybrid planning application and s106 requirements.

The proposed alignment has been agreed in principle with Surrey County Council has been verified through a required safety audit to meet all the criteria of approval.

These works along with the other off-site highway improvements will now form the first part of our phase 1 Infrastructure Reserved Matters application to SHBC.



View of northern access roundabout, where most of the trees will be retained to create a sense of arrival



Exhibition Boards
Princess Royal Barracks, Deepcut

(All drawings not to scale)

SKANSKA

- LEGEND - Village street character**
- Memorial Ridge
 - Royal Way Woods
 - Parade Woods
 - Village centre
 - Minden Green
 - Brunswick Woods
 - Brunswick Green



Village gateway characterised by existing mature Scots Pine trees standing sentry in triangular area of grass under storey



Village centre characterised with a shared surface style and unified materials within this key space. Pavement areas are of varied dimensions from 1.8m and larger. The road area is marked through the use of paving materials and building elevations create a form of enclosure to make an intimate village setting



Village gateway characterised by existing mature Scots Pine trees standing sentry in triangular area of grass under storey



Raised table in road defines crossing for pedestrian / cycleway running route of old railway

Village gateway characterised by existing mature Scots Pine trees standing sentry in triangular area of grass under storey

Offset green space creates pedestrian refuge

Existing wooded edge retained to provide canopy enclosure

Royal Way Wood characterised by retained trees running along spaced alignment of old railway and edge of existing parade square. Trees form part of grass verge and include swale area. Cycle route routes along old railway line evocating existing trees

Village centre formed with shared surface areas including a green swale refuge and storm pond collection area to create interest

Offset green space creates pedestrian refuge for pedestrians at junction with Royal Way

Views through woodland formed to reveal pockets of needed housing

Mature trees retained where possible to form a consistent language along the village street

New distributor junction characterised by raised table traffic management of alternate material with green refuges on each side. These absorb the level changes between the new road entering Parade Wood to the west and residential area to east

Raised table in road marks pedestrian and cycleway crossing on old railway alignment

Informal street edge designed with dwellings set back to create a village character

Pedestrian and cycle route separated to allow open views across road and swale and public open space. Avenue planting links to old parade ground trees

Narrow street in keeping with Surrey village character opening up onto the village centre space

Reallocated access continuing into Brunswick Road characterised by a green refuge with retained mature Scots Pine trees standing sentry within low grass under storey

Brunswick Woods is characterised as the low point of site with attenuation pond and planting designed within village green, creating a sense of arrival against the back drop mature trees



New village street (spine road)

The new village street (spine road) of Deepcut will provide the primary form of access through the village. It will not replace Deepcut Bridge Road, but will provide the main vehicular connection serving the development and existing areas east of Deepcut Bridge Road.

Its character will be designed to reduce traffic speeds and accommodate access into residential plots. Its appearance and alignment has been designed to reflect a style similar to a typical Surrey village, where the various intersections with other access junctions, provide opportunity for incidental green spaces and focal buildings, along its route.

The gateway access points which denote the start of the village will be at the Deepcut Bridge Road intersection with Brunswick Road, and the new Northern Access Roundabout.

The southern access bears off from Brunswick Road past the new village green and pond, and is aligned towards the new village centre.

The northern access arrangement has been altered to create a larger roundabout which preserves more of the mature trees which act to create a recognisable entrance into the development, generating a sense of arrival that is considered more in-keeping with the design ambitions of the development.

Along the length of the new village street, various design features have been provided to bring further interest to its journey, such as:

- shared-surface junctions
- grasses edges
- swale crossings points
- retained trees
- separated cycle routes
- set backs from village centre buildings

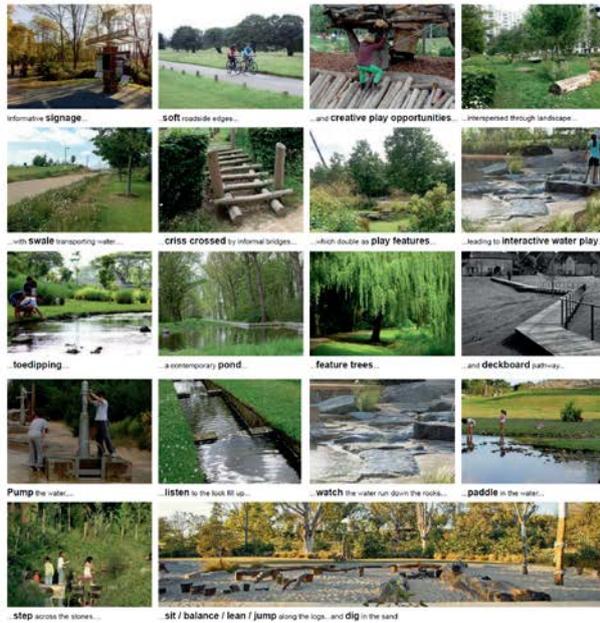
These are all initial ideas and further consultation and design work is required to agree the detail.



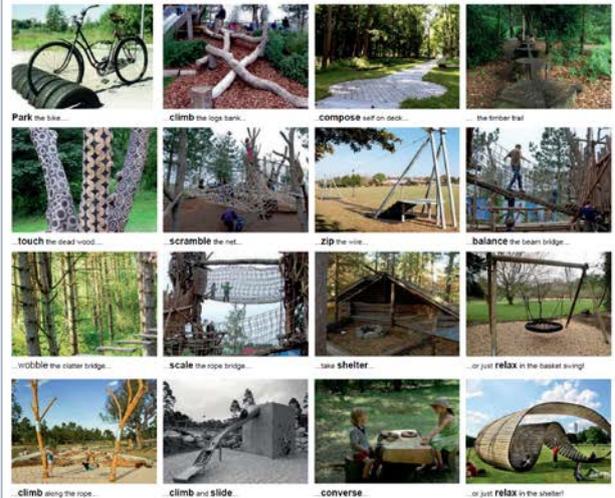
Exhibition Boards
Princess Royal Barracks, Deepcut

(All drawings not to scale)

SKANSKA



Village green - an opportunity to play



Areas to Play

Our design process has focused on creating the most relevant landscape spaces that will benefit the local community. We see the inclusion of play and recreation as central to improving well-being and have made this a focal feature of the village green. These images reflect the approach we would like to take in delivering this first phase of the development.



Exhibition Boards
Princess Royal Barracks, Deepcut
(All drawings not to scale)

SKANSKA



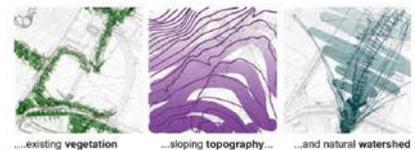
Legend

- 1. Trees existing
- 2. Trees proposed
- 3. Planting - pond edge
- 4. Mown grass
- 5. Kick-around space existing
- 6. Cycleway
- 7. Footpath - bound gravel
- 8. Footpath - timber platform
- 9. Shelter
- 10. Swale - vegetated
- 11. Beach trail (LEAP / LLAP)
- 12. Woodland trail (NEAP)
- 13. Pond with concrete edge to south, natural edge to north
- 14. Benches
- 15. Pedestrian / cycle path to village centre

Village green - an opportunity to play

Concept Approach

The design progress has utilised the existing landscape, topographical and natural geography to influence the various elements which have been combined to form the village green.



Exhibition Boards
Princess Royal Barracks, Deepcut
(All drawings not to scale)

SKANSKA



Seven Acres, residential development in Cambridge by Skanska



Skanska landscape development at the Queen Elizabeth Olympic Park



Skanska dedicated infrastructure



HLM leaders in schools and education design

About the construction

During the construction works, Skanska will ensure that the impact on the surrounding area is minimised. This will be carried out in a number of ways which include, but not limited to, perimeter hoarding, site works screening, an agreed traffic management plan and notification of major disruptions.

The following general considerations that will be made whilst on site include:

- All construction/demolition plant and equipment should comply with EU noise emission limits
- Proper use of plant with respect to minimising noise emissions and regular maintenance
- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers and will be maintained in good efficient working order
- Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum
- Materials will be handled with care and be placed, not dropped
- All ancillary plant such as generators, compressors and pumps will be positioned so as to cause minimum noise disturbance. If necessary, acoustic enclosures will be provided and/or acoustic shielding used
- Construction/demolition contractors will be obliged to adhere to the codes of practice for construction/demolition working and piling given in BS 5228, and the guidance given therein minimising noise emissions from the site, and
- Reference should be made to the Building Research Establishment, BRE 'Pollution Control' guidelines, parts 1-5.

Skanska will follow best practicable means to ensure noise levels are as low as reasonably possible. We will ensure that local residents are kept informed of the works, in particular, of any particularly noisy activities in close proximity to existing residential properties.



Exhibition Boards
Princess Royal Barracks, Deepcut

(All drawings not to scale)

Appendix E – Round 2 postcard invitation



Princess Royal Barracks, Deepcut

Your invitation to attend...

**An exhibition showing the emerging proposals for the
Princess Royal Barracks, Deepcut**

Friday 24 July: 12.30-8.30pm

**Venue: Deepcut (Garrison) Community Centre,
Newfoundland Road/Alma Gardens, Deepcut, Surrey GU16 6SY**

For queries please contact: Avril Baker Consultancy, consultation co-ordinator
Tel: 0117 977 2002 / info@abc-pr.co.uk

The Princess Royal Barracks is a major part of the local area and redevelopment provides an opportunity to create a sustainable, contemporary addition to the Deepcut Village area. The consented scheme permits up to 1,200 new homes, including the conversion of three existing buildings of merit into apartments, plus new high quality infrastructure and facilities incorporating a new primary school, retail facilities and over 69 hectares of green space. The Defence Infrastructure Organisation has appointed Skanska as its project delivery partner.

A number of key investigations and studies have been completed, enabling the design team to produce more detailed scheme proposals, which will be submitted as a Reserved Matters Application later in the summer.

You are invited to an exhibition of the latest proposals, where Skanska and project team members will be available if you have specific concerns or queries regarding the proposed scheme. Copies of the exhibition materials will also be put on the project website from the start of the consultation period and the drawings will be on view at Deepcut Village Centre.

We hope that the session will be informative and interesting and we welcome your feedback.

www.princessroyalbarracks.co.uk

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Appendix F – Round 2 comment form

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Princess Royal Barracks Consultation July 2015 – comments form

Thank you for visiting the exhibition today. Skanska and the masterplanning team are keen to hear your views on these latest scheme proposals which will form the basis of the first Reserved Matters Application for phase 1 of the infrastructure which will be submitted to Surrey Heath Borough Council later in the summer.

A copy of the exhibition materials will be available to view at Deepcut Village Centre from Friday 24 July to Friday 7 August. You can also view the exhibition and other information about the project online at www.princessroyalbarracks.co.uk

In addition to providing an update on the overarching masterplan, including the village centre, there is also more detailed information relating to the proposed northern and southern access points, the spine road, SANGS areas and other aspects forming the first phase of infrastructure of the development.

Please post your completed form in the box provided at the exhibition or return it to the following address by **Monday 10 August**: Avril Baker Consultancy (ABC), 5 Lilymead Avenue, Bristol BS4 2BY / email: info@abc-pr.co.uk Responses will be included in the summary feedback report and subsequent Statement of Community Involvement which will accompany the Reserved Matters Application later in the summer.

Section 1 – the emerging masterplan

Since February, positive discussions have been ongoing with the local planning authority and other key consultees, and meetings have been held with representatives of Deepcut Neighbourhood Forum and Deepcut Liaison Group to discuss ideas and options for the village centre and associated amenities.

Q1. Based on the information displayed at the exhibition, do you generally support the emerging masterplan and proposed layout for the village centre?

Yes Yes, with some concerns No Undecided/no opinion

Q2. Do you have any concerns or queries about the masterplan?

Q3. What are your views on the proposed location for the primary school?

Ref: DEEPCUT VILLAGE CENTRE

SKANSKA

Section 2 – highways

During the first round of consultation it became clear that a key concern for residents and businesses is the potential impact of increased traffic in the area and the ability of the current road infrastructure to cope. The team has been investigating the previously agreed package of local highways improvements designed to mitigate these issues. We have also been pushing ahead with more detailed designs of both the northern site access roundabout and the new spine road through the site, with a view to allowing these to sit within the landscape as comfortably as possible, as well as accommodating more sustainable forms of transport such as walking, cycling and the use of public transport. These key infrastructure elements have also been designed to keep traffic speeds low, thereby minimising the environmental impact of any extra traffic.

Q4. Do you have any comments regarding the proposed Spine road?

Q5. Do you have any comments on the proposed northern site access roundabout?

Section 3 – general

It is clear that development at Deepcut is important to those living and working locally, and many share the aspiration to achieve something sustainable and appropriate for the local area.

Q6. Do you have any additional comments or suggestions regarding the emerging masterplan?

Q7. Did you participate in the first round of consultation held in February 2015?

Yes No Not sure/can't remember

About you:

I am a local resident I work locally
 I represent an organisation/other (please specify).....

Name:	Date:
Organisation (if applicable):	
Email address <u>or</u> postal address	

Ref: DEEPCUT VILLAGE CENTRE